

GLORIOUS FOURTH

Operations Began on Saturday Night.

GRAND PYROTECHNIC DISPLAY

Wind Interfered With the Water Carnival.

Waterfront Crowded With Spectators—Explosion on Committee Scow.

The commencement of the dual celebration of the declarations of American and Hawaiian Independence began most auspiciously Saturday night by the most magnificent display of fireworks ever seen in the harbor. They were set off from scows anchored between the Philadelphia and Marlen. Barring a premature explosion by which two of the set pieces and several hundred small bombs and rockets were lost the affair was a complete success. During the explosion several men engaged in setting off rockets, etc. received unexpected charges in various parts of their anatomy and in the excitement they jumped overboard to rid themselves of any suspicion of fire.

The display began at 7:30 and continued for nearly four hours. Crowds of people gathered along the wharves from one end of the harbor to the other. At the Healan and Myrtle boat houses special arrangements were made for the guests and between the two places the Hawaiian Government band was stationed and played at frequent intervals. The Healan Club had the Hawaiian Quintette Club to play dance music and sing and ample provision of the same character was made at the Myrtle Club House.

The celebration began with what was intended to be a grand water carnival but, owing to the high wind prevailing, this was in a measure a failure.

The harbor was one perfect multitude of lights—red, white and blue of course playing the most prominent parts. From the houses toward Wai-kihi to the Philadelphia and even out to Mauiola, where two strings of lights appeared, there was brilliant illumination.

On the Philadelphia there was a string of red, white and blue lights extending from the bow up and across the masts and then down to the stern where there was an American flag in electric lights. The Naniwa was lighted and both the American and Japanese men-of-war kept their search lights at work, out on the bay and again upon various parts of Honolulu. None of the other vessels in port were decorated to any extent. The boat houses were resplendent in Japanese lanterns and electric lights. The feature of the illumination on the Healan house was a large star of red, white and blue lights with a blue "H" as a center. This was set up at the highest point and extending from it to the landing below, were strings of Japanese lanterns. The Myrtle house was strung all about with Japanese lanterns.

At 7:30 o'clock the band, stationed on the small wharf midway between the Healan and Myrtle boat club houses, struck up with music and the pleasure of the evening began.

From the dredger and two large scows, anchored between the Philadelphia and Marlon, there shot forth a perfect shower of rockets, Roman candles, bombs and other fire works, keeping busy a large number of men.

At intervals followed the various pieces—skyrockets shooting in different directions, exploding high up in the sky and showering golden showers or balls of red, white, blue, green and yellow fire, shells bursting in air; rosette wheels, colored China flyers, trumpet wheels, colored geyers, revolving comets; star mines, bomb-shell mines and a hundred and one other pieces, set off from different parts of the dredger and scows.

The railroad scow was used for rockets alone, the smaller scow for ten large mortars and the dredger for all the other pieces. The members of the fire works committee were each given a detail in order to save complications, but complications crept in later.

It was about 8:30 o'clock when many of the spectators thought they saw one of the grandest displays ever witnessed in or out of the water—a grand explosion with a combination of a part of nearly all the fire works on the dredger and scows. It certainly was a beautiful sight. Human sky rockets with a tendency to go toward the water! Such was one of the pieces not on the program.

One of the American bluejackets was walking along on the railroad scow with his right arm full of fire works and a lighted punk in his left hand. Some one called but he did not hear. Some one called again and that time he did hear, and turned from left to right to see where the voice came from. In doing this he brought the punk into contact with the fire works and the unexpected happened. Notwithstanding he hugged himself an apparently unwilling bundle he dropped the fire works into the small barrel which contained the charges of powder for the mortars. Again the unexpected happened. The bombs caught the contagion and some of these sent sparks into the large Mosaic which W. E. Rowell was fixing up on the dredger. This went off prematurely. J. A. Kennedy called to the man who started the impromptu piece to kick the bombs off the scow but before the words were out of his mouth, that individual was climbing up on the dredger. Kennedy jumped

down to carry out his own orders and was hit on both arms by flying bombs. Looking around, he spied the blue-jackets and others hiding behind the mortars and not long afterwards saw two men go overboard to avoid conflagration.

In the meantime there were interesting events going on in other places. The men who were firing off the Roman candles became excited and turned to see what was the matter. In doing this, they brought their candles in different positions and shot each other in various places. Then on the skyrockets scow was something more. One of the men tried to set off a rocket but failed to arrange things properly. The piece gave a hiss and then settling on the floor, set out on a chase after the man who kept shouting: "Get away! Get away! Don't follow me around like that." When he was fairly caught he gave a leap and landed in the water to cool his burns. It might be mentioned here that two men from the barracks, were slightly hurt by the premature discharge of fire works.

No small number of pieces were lost as a consequence of this firing of the works that was heard around the dredger. The Mosaic which would have been the most beautiful piece of the evening, was spoiled completely. The Niagara Falls piece was set off, but on account of the strong wind, was spoiled when about half over. The committee still has the remainder on hand. The American and Hawaiian flags with the "Fourth of July" were set off together.

Taken all in all the fire works were a great success notwithstanding the fact that there was a strong, and consequently, discouraging wind blowing. To J. A. Kennedy, chairman of the fire works committee, J. S. Martin, his able deputy and the other members of the committee, belong the credit.

The committee is most thankful for the kindness of Admiral Beardslee in sending a detail of ten men to the dredger as assistants.

WATER CARNIVAL.

The water carnival was not the success it might have been, had there been less wind. As it was the candles in the Japanese lanterns that played such a great part in the decorations of the various boats, were nearly all blown out.

The start was made quite late from a position off the Myrtle boat house. The boats passed in review in front of the judges' stand at the Inter-Island wharf and then up around the buoy near the railroad wharf, returning over the same course to the starting point.

The Foreign Office barge, pulled by the crew of Regulars, took the first prize for six-oared boats. Two masts, with yards and ropes, running in all directions to bow, stern and sides, were decorated with Japanese lanterns. A stern was a figure representing "Uncle Sam," while at his side stood another of dusky maiden, representing Hawaii. On both the starboard and port sides of the bow were transparencies showing "Annexation."

The Myrtle barge took the second prize for six-oared boats. This was fixed up somewhat in the style of a gondola with a house covered with red burning. Japanese lanterns formed the principal decoration, colored lights were kept burning at the bow, a number of the Myrtle boys did the rowing, a number of singers, seated astern, made music throughout the course.

For the best illuminated four-oared boat the Marlon ran off with the first prize. This was one of the ship's boats fitted out as a full-rigged ship, with countless large and small Japanese lanterns. On account of the wind, nearly all of these were extinguished, this depriving the spectators of what would, on a quiet night, been the best illuminated boat in the carnival. The Marlon's men also succeeded in capturing the first prize for catamarans.

Following were the judges: Water Carnival: A. Robertson, Lieut. John B. Blish and Captain Campbell. Fireworks: Lieut. G. W. Brown (Philadelphia), J. M. Elliott (Marlon), G. W. King, Ed Towse and T. Murray.

Following was the fireworks committee: James A. Kennedy, C. B. Ripley, Capt. W. G. Ashley, J. S. Martin, W. H. Hoogs, Capt. Paul Smith, William Jarrett, W. C. Roe, W. E. Rowell.

AT VARIOUS PLACES.

There was a gay time aboard the Philadelphia and Marlon. Friends of the Admiral, captains and officers spent a most enjoyable time on the two ships. Dancing was a feature.

The Myrtle and Healan boys entertained their friends in their club houses. Dancing to music by clubs of native singers was very much enjoyed. The various foreign vessels and island steamers in port were well occupied.

The wharves were crowded with spectators and every other available space was taken.

HAWAII JOTTINGS.

It fortunately happens that there are neither political nor administrative difficulties in the way of annexation. To all intents and purposes Hawaii is an American colony now. Its affairs are conducted by Americans.—Brooklyn Eagle.

We do not doubt that the Annexation Treaty ought to be and will be ratified. Forebodings of evil are largely insinere or unreasonable. This is the precise reverse of aggression. It is cordial acquiescence in the deliberate and intelligent aspiration of a republic closely allied to the United States and dependent upon our co-operation for the realization of its natural destiny. Time and intercourse and immigration to a territory rich in undeveloped resources will inevitably produce all the conditions essential to convenient and equitable government and to a high civilization. The projected union will be prolific of blessings, not only to those united, but to all mankind.—New York Tribune.

In the year 1858 Leigh Sotherby, in a letter to Dr. Gray, of the British Museum, describes a talking canary bird,

NEW RECORD MADE

Sylva Makes Best Time on Half Mile.

END OF JUBILEE CELEBRATION

Bicycle Races at Kapiolani Park.

But Few People Present—Martin Wins Two Mile Race.

Lovers of good, square wheeling have no cause to regret the postponement of the bicycle races from June 23d, when Kapiolani Park was a collection of dangerous mud holes, until yesterday, when it was in perfect condition. Thanks to the energy of Mr. Fred Harrison and his genuine interest



JOHN SYLVA, (The Manoa Wonder) Bicycle Record Maker.

est in giving the wheelmen the very best that could be offered, the track was in excellent shape for riding; in fact, it was in better shape than ever before. The mud holes of the 23d inst. gave place to a smooth, hard surface in perfect accord with the remainder of the track. Although the afternoon was a bit windy, what the wheelmen lost on the first quarter, they gained coming down the stretch. In one or two of the races they came down the last quarter at running-horse speed. The audience was not very large, but those who were present were enthusiasts on the subject of bicycle races, and perhaps it was better as it was.

THE RACES.

Shortly after 2 p. m. Tom Wright jingled the judges' bell, and soon after the contestants in the first race were on the scene.

1. One-mile bicycle (novice). First prize, medal; second, medal.

There were 11 entries in this race, but Gorham, Ludloff and Macfarlane were the only ones who showed up. Ludloff led off and kept ahead to the three-quarters. Gorham and Macfarlane followed in a string from the first quarter, when the pace was slackened. At the three-quarters Macfarlane took a shoot and passed his slow-going opponents. Ludloff tried to spurt, but just as he did this he lost his toe clips, and the race was Macfarlane's by quite a lead.

Time: Macfarlane first, 2:51½. Note: The first three-quarters were each made in 45 seconds and the last in 35½.

2. Half - mile bicycle (handicap). Sylvester, 30 yards; Stratemeyer, 65; Johnson, 10; Sylva, scratch; Damon, 15; Martin, 15; King, 20; Walker, 25; Giles, 25.

This was, perhaps, the prettiest race of the day, and reflected great credit on the winner, from the fact that he was working all by himself and in the face of many obstacles, not the smallest of which were two combinations against him. It was said, after the race, that the failure of the plans of the combinations was a sore disappointment to the members.

The head man was Stratemeyer, and then the others were in the positions as given in the handicaps above. Sylva was scratch man. Sylva had quite a distance to make. Johnson was pushing hard. Sylva crawled up; the quarter found Johnson and Martin together, necessitating a wide detour on the part of Sylva, who otherwise might have gone in between. Like a flash of lightning, and in less than a distance of 100 yards, the "Manoa Wonder" passed the bunch and came down the stretch for a beautiful finish, fully six lengths ahead of Martin, the second man. Johnson came in third.

Time: Sylva first, 1:05, the fastest record made on the Islands and a betterment of his own record of 1:07½, previously the best on the Islands; Martin, second. In the speed tests the night before, this time was beaten.

3. Half - mile bicycle (2:50 class). First prize, medal; second, medal.

In this race, King, Giles, Sylvester and Macfarlane started out in the order named, and kept it to the first quarter, when there was apparently a bunching. The pace slackened, and on the stretch King came down with the intention of reaching the wire first. Sylvester got on one of his old-time spurs, and passed King at the wire, coming in first, less than two feet ahead.

Time: Sylvester first, 1:19 flat; King, second.

4. One-mile bicycle (handicap). First prize, medal; second, medal.

Sylvester, 60 yards; Johnson, 25; Sylva, scratch; Damon, 35; Martin, 35; Giles, 75; Walker, 75.

In this race Damon set the pace, and Martin hooked on to him all the way round. Johnson followed suit on Martin. Sylva was next. After the half the riders were bunched. Sylva started to shoot out ahead, but Johnson got in front of him. Martin spurted, and Sylva swung around Johnson to catch him. Martin was then about 100 yards ahead. Sylva passed the bunch and almost caught Martin near the wire. At the finish Sylva's front wheel was up with the hind wheel of Martin's bicycle. Time: Martin first, 2:26¼; Sylva, second.

Time by quarters: First, 35¼; second, 42¼; third, 41; fourth, 27¼. 5. One-mile bicycle (second class). First prize, medal; second, medal.

Sylvester and Walker. (This was placed before the tandem race, to give the riders who had just come in from the mile race, a chance to rest.)

Walker was not entered, but by consent of the judges and the other rider, he was allowed to compete.

Sylvester started out ahead, but Walker caught and passed him at the quarter. Then the two riders began to "soldier," going along as if they were out on an unwilling errand. Near the three-quarters Walker spurted and seemed to stand a good show of winning. Sylvester followed and came down the stretch on the jump, passing Walker and winning quite easily. The last quarter was made in 30 seconds. The stop watches refused to record the time for the other three.

Time: Sylvester first, 3:15¼, slowest time on record on the Islands; Walker, second.

6. One-mile bicycle (tandem). First prize, medal; second, medal.

1. Johnson and Damon; 2. King and Sylva; 3. Giles and Sylvester.

In this race Johnson and Damon were on a Cleveland, King and Sylva on a Remington and Giles and Sylvester on a Rambler.

The first part of the race was very slow. At the quarter the speed increased, with Damon and Johnson in the lead and Sylva and King following. This was the position kept to the finish.

Time: Johnson and Damon first, 2:50 4-5; King and Sylva, second.

Time by quarters: First, 57 seconds; second, 46¼; third, 35¼; fourth, 28 4-5.

7. Two - mile bicycle (handicap). First prize, medal; second, medal.

Sylvester, 75 yards; Johnson, 40; Sylva, scratch; Damon, 60; Martin, 60; King, 90; Giles, 150; Walker, 150.

Sylva, scratch man, caught and passed the bunch before reaching the first quarter. Then came an easy pace. Damon came in ahead the first mile, with Sylva following closely.

In the second mile, King fell, but was up again with the bunch. At the half Johnson took the lead, with Sylva following. Martin spurted and passed the bunch, coming in winner.

Time: Martin first, 5:49; Sylva, second.

Time by miles: First, 2:45; second, 3:04.

The judges gave the time of 4:49, but this must have been a mistake. The first mile was made in 2:45, according to the judges, and that was correct. Now, if the two miles were made in 4:49, this would make a record of 2:04, which is out of the question. Then the riders themselves say the last was the slower mile of the two, so that the time for this must have been 3:04, which makes 5:49 for the two miles.

Judges: Tom Wright, A. G. M. Robertson, H. Herbert.

Timekeepers: Fred Harrison and J. Gibson.

Starter: James L. Torbert.

Clerk of Course: W. Thompson.

Referee: George Angus.

LOCAL BREVITIES.

The teachers for the Summer School are beginning to pour into town.

The Sterling, Remington and Rambler wheels came out on top Saturday.

Sylva's record in the half-mile handicap race will be sent to the L. A. W.

The sugar-cane in the Kohala district is suffering for the want of rain.

Dexter's record for a mile in the Colonies is 2:19. Sylva made 2:20 on June 11th. Martin's time yesterday was 2:26¼.

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The Honolulu people who went up to Kahului to witness the races, returned on the Kinau yesterday morning. Some were feeling well, while others were not.

Mr. Charles Trowbridge, a well-known Oahu coffee planter, died at Hilo June 30th, and was buried the next day. He was 41 years of age, and leaves a widow and family.

Rev. R. F. Thomas and Rev. R. F. Springer, two Catholic priests, the first a Belgian and the second a German, arrived on the Rio de Janeiro Saturday. They will remain on the Islands.

Mr. Geo. S. Paterson, a gentleman interested in coffee in India, was through the Oahu district the past week and says the outlook there for coffee is excellent. He was much pleased with the district.

A young son of Geo. F. Renton, manager of Kohala Sugar Company, fell from a tree last Wednesday, some 50 feet from the ground. He struck several branches, which saved him from being seriously hurt.

Last Friday the following item was to be read on the blackboard outside of the Volcano stable: Hilo: "Steamer Lehua passing Honoumahu, bound for Hilo, with the American flag flying from her mainmast." The joke lasted about an hour.

The tourists by the Kinau for the Volcano did not see any fire in the crater, and as a consequence were much disappointed. The news that the crater was active was a myth. Some people say that Purser Beckley is responsible for the statement, but intended to say that the activity was at the Hilo Church—not the Volcano.

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